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Report a data error here**Abstract of DE4120540**

A process is disclosed for controlling an infinitely variable transmission provided with an electro-hydraulic control, a selector device and a controllable starting clutch of a motor vehicle driven in particular by an internal combustion engine. In a first mode of operation, the control device automatically selects and sets the transmission ratio on the basis of signals supplied by the selector device and of working parameters of the motor vehicle, such as throttle angle, running speed and engine speed, by means of characteristic curves selectable by the driver. In a second mode of operation, a multi-stage transmission that can be directly influenced by the driver is reproduced. In order to allow the driver to operate in this mode of operation, only a few pre-set transmission ratios are available to the driver. In addition, a characteristic value (driving activity SK(t)) that supplies an evaluation of the driving style of the driver or of his traffic-conditioned actions with a view to optimum control of the motor vehicle, at least from a throttle signal value, as disclosed in DE-OS 39 22 051. The pre-set transmission ratios are grouped. A group is selected according to the driving activity (SK(t)) detected. At a higher driving activity (SK(t)), the groups selected comprise transmission ratios that are more spread out and the number of transmission ratios available is larger. At a lower driving activity (SK(t)), the groups selected comprise a smaller number of available transmission ratios that are less spread out.

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